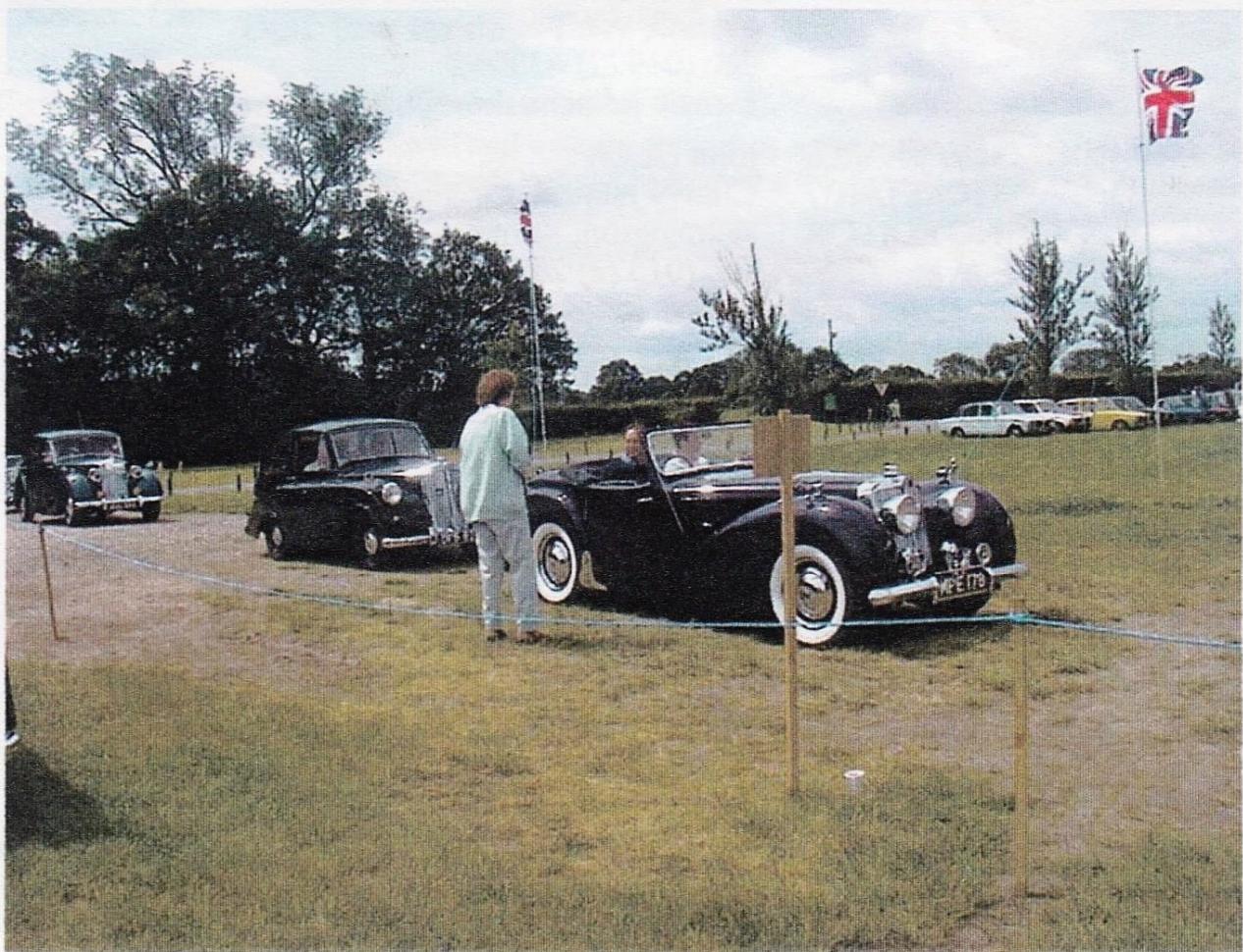


Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2002 No. 105



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Tony Thorpe
Forbes Alexander
David Miller
Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Cover: Cars arriving at the National Rally

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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Editorial

First input from the deputy

THIS IS my first attempt at editing the *Flower Power* although I have been involved in the printing of it for some 15 years so I am familiar with the amount of content required and the time taken to put together an issue.

So my first appeal is to all members of the club. Please try and think of something to write about your car. Where it goes? If it goes? How did you acquire it? Did you restore it? How long did it take? Do you go to rallies? Do you use it regularly?

There must be plenty of tales out there so please take a little time

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Club Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

and send in a story, or letter, with some pictures if possible. Remember this is our magazine, the more content from you, the members, the better it will be.

So please send all that material for future magazines to Cherry Hinton, Orchard Way, Wilmington, Kent DA2 7ER or E-mail at johngogay@breathe.com

Rally

As there are other reports in this issue on our rally so I shall not say too much on the subject except to say well done to Howard for organising our side of it and to all those who helped on the day.

The committee, however, would be interested in hearing from you. If you attended, did you enjoy it? What did you think of the venue? Have you any ideas for improving the day?

If you did not attend. Why not? Was it too far? Was the venue not to your liking? What do we need to do to encourage you to attend?

The committee would like you to respond before the meeting in November when details for the next rally are formulated.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 8th December 2002 — Issue 106; 3rd March 2003 — Issue 107; 29th June 2003 — Issue 108.

Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

WHILE WE have not had the best of summers somehow the finer days have managed to occur at the convenient time of most rally weekends.

Also with the end of foot and mouth epidemic these two factors have enabled most classic car owners to have had an enjoyable summer.

Our annual rally at Hatton Country Park was yet again another successful event. The

venue had much to offer the non-participants and the variety of Triumph cars together with other makes from the 50s era gave much pleasure to owners and visitors alike.

Eighteen Mayflowers, all of a very high standard, once again proved the club committee must be on the right track in their search for continued success.

It was a pleasure to see in particular the oldest Mayflower known to the club in such splendid condition. Maurice Wilkes has done a remarkable job in restoring this unique car with its chrome strip down the centre of the bonnet



Union Bridge, crossing the River Tweed near Berwick

and other features common to early Mayflowers.

Although arriving before 10.00 am I found the day passed all too quickly, meeting up with members for the first time whose voices I had heard only on the telephone.

Secondhand spares also took up much time and perhaps was not the success I had hoped.

My own dynamo problem (of no charge coming through) had to take a back seat and gave some concern on the return journey. However a call to Norman Ward from the Leicester Service Station on the M1 encouraged me to make a diversion to his home in south Derbyshire.

WANTED
**Contributions
for
Flower Power
No. 106**

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

For Sale

1952

**TRIUMPH
MAYFLOWER**

in Maroon

Registration XSY 832

Grey leather interior All shiny bits rechromed, stainless steel exhaust, brakes, carpets, all window rubbers renewed last

4 years. Fitted with 1200cc Herald engine & gearbox fitted 3 years ago, very nice reliable runner. Hardly used since last September. MoT expired last

December. Must be sold hence new price of £1200 (no offers please)

**Dave Miller (833)
Belper, Derbyshire, UK
Tel: 01773 821996
eves/wkends**

On arriving I found Norman clad in overalls and with a spare dynamo ready to install. My battery was put on charge while this job was completed and in just over an hour I was back on the M1 with my problem expertly solved.

I would like once again to thank Norman for his most generous offer of assistance so late on a Sunday evening.



Frank Stappard and Tom Jefferies at Clotherholme Farm, Ripon

Previous to the Mayflower Rally I had made, once again, my annual visit to Mellerstain House in the Scottish borders.

This was a wonderful weekend with the usual Regularity Run on the Saturday afternoon.

Our route took us towards Berwick upon Tweed ending at Paxton House. We then crossed the oldest suspension bridge in the UK, Union Bridge, a forerunner of the famous Menai Bridge in North Wales.

Sunday was a great day, meeting up with John Burgess in his excellent jade green Mayflower. A fly past; autojumble; over 600 cars together with an assembly of over 20 Model 'T' Ford cars concluding a superb weekend break.

In early June we had a first attempt to put on a Mayflower Stand in the North of England for many years. Ripon Old Cars allocated us a generous area at Clotherholme Farm on the outskirts of Ripon with all proceeds going to Yorkshire Cancer.

The weather was glorious for this occasion with many attractions: good autojumble; craft stands; live bands; children's entertainment in addition to over 600 cars.

It was quite a unique occasion in that the oldest Mayflower member, Frank Stappard (92), and the youngest, Tom Jefferies (16), were brought together — a case of the old inspiring the young!

It was a thoroughly enjoyable day but perhaps we have to face the following facts. We were allocated space for 10 cars, paid for by the club. A total of 18 members were contacted from north of the Humber and invited to attend. Only six had the courtesy to reply of which only four were present on the day.

Do we try again? I just don't know!

I mentioned in the last edition of *Flower Power* the sad looking Mayflower parked on the main A19 road just south of Thirsk which was for sale. This car has been there all summer with some interest shown but (up to mid August) still no takers.

Speaking to the farmer, acting as selling agent, at least two Mayflower owners have stopped to show perhaps concern but not

interest! Question? — who was the lady with the white Mayflower who stopped on her way south??

From my own point of view it has been a most enjoyable summer with Sunderland Hall, Selkirk, still to come in mid September.

In conclusion don't forget our annual Planning Meeting in November when all views can be aired and discussed (this meeting has contributed in no small way to our recent successful rallies).

All visitors are welcome and no pressure is exerted to take up committee positions! However it may be that you would be prepared in some other way to contribute to the running of the club.

I leave you with this thought for a winter project, fit an ammeter, for peace of mind! A fiver will buy one at an autojumble and fitting is simplicity itself.



The sad looking Mayflower for sale south of Thirsk

Never say “yes”

by Nick Proudlock, 944

MY SON phoned me up one evening to ask if I would be interested in looking at an old car. He knows I like old cars (I run a 1959 Frogeye Sprite) so I said I would have a look at the weekend.

On my return from work the next night, there was this rather skinny looking black car in my driveway. A Mayflower!

The owner said he would leave it for the weekend for me to “have a play”. It came with 10 years worth of old *Flower Power* newsletters, so I spent that evening reading all the horror stories of blown head gaskets, overheating, core plugs blowing and being painfully slow to drive.

She had a new MoT so taking the bull by the horn I went for a drive.

Stories

The stories were true, it was slow but once wound up it seemed okay but the drive was cut short as the ignition light came on very brightly.

After poking around for the rest of the weekend I decided to make an offer (mad fool!) and became the owner of VSK 262.

After retiming the engine and changing high tension leads and

plugs the engine ran a lot better. Also a set of brushes in the dynamo cured the ignition light fault.

Feeling more daring I went for longer drives, what's this I thought, no overheating, no core plugs failing maybe the stories were not true.

Gearless

But it was not to be, for at the next junction I lost all the gears, the gear change lever end had broken off where it locates in the steering column shaft. I limped home with it jammed in second gear and I was lucky not to have to stop too many times.

A phone call to Peter Benfield and a secondhand gear lever was on its way to me and soon things were back to normal.

Since then I have entered it in two car rallies with no problems on the journeys considering one show was on the hottest day so far of this year. I have lots of niggling things to do to it but, in time, I might grow to like the 'Flower a lot.

Thanks to everybody in the club who gave advice and help.

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John Gogay

*Letters
... and E-mails*

US restoration

Hi John

Greetings from the centre of North America — Fargo, North Dakota, USA. Population 620,000 counting everything that crawls, walks, runs, jumps and rows. A hotbed of Triumph Mayflower activity, with a club membership of one — me.

I take pen in hand and will wander back and forth across this paper for a informative article for our *Flower Power* newsletter; bear with me.

First of all, I wish to thank all the unknown names and faces who so graciously volunteer their time, talent and knowledge to help us all in the pursuit of finding bits and pieces to restore our beloved cars. You! Our club officials.

Let our tale begin with a historic update review: Back in December 1998 a good friend and fellow Triumph enthusiast found me a 1951 Mayflower sitting forlorn in the bushes of a salvage yard in Somerset, Wisconsin, USA.

The sign read "For sale rare Triumph". Being a multi Triumph owner, I thought this razor back sedan was different, unique and I felt sorry for it!

I started day dreaming of driving the Mayflower down the roadways

into the sun, wearing a derby hat and picnic basket on the seat.

Well the "little guy" TT 3566DL needs a total restoration. Starting with rusted out floor pans, all rubber seals shot and seat covers gone with springs showing plus some nap-a-jack had jerry rigged everything. Example, the rusted out gas tank had been replaced with a plastic jug! However the engine turns over and runs but no brakes.

My interest grew, where did this car come from? So I sent all numbers on the car to the British Motor Industry Heritage Trust. They returned the following: Vin TT 3566DL was built January 18 1951 and sent to its dealer in Australia with right-hand drive.

Humm, sent to Australia; then a parking ticket under the front seat says University of Minnesota, Minneapolis, to a salvage junkyard in Somerset, Wisconsin; now to Fargo, North Dakota. If only this car could talk and tell its tale. Its journey across the world, what a tale.

Thanks to Ebay Motors I am sorting and collecting bits and spares (parts) for the restoration. To date I have found an original service manual in Australia; a steering wheel in New Zealand; a radiator hose from Norway; a bottom hose from the USA; and my recent purchase — an original parts manual from a chap near Grimsby in the UK.

FLOWER POWER



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TRIUMPH MAYFLOWER CLUB **KEY FOB**

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the Spares Secretary

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+ post/packing





Donald and Carol in their 1973 TR6

Remember the gas tank? Not something available in North Dakota you would say. I took the old tank to our local radiator shop, would you believe that a 1964-67 Ford Mustang tank is the same size and fits right into the opening.

Change

The only change was to move the filler pipe from the centre to the left-hand side. Yup, a brand new tank made in Canada and hid away in the shop's parts room. Price \$200. Of course I have to figure out a sender unit but it's better than a plastic jug!

So I continue to gather information and bits and spares. Does anybody have a template to make a wood facia over the gauges?

One question I have — is there any listings of parts that are interchangeable between the Mayflower and other cars? I have some Triumph TR10 parts, the

sedan was made between 1953-59. I would assume both cars used similar parts?

The reason I ask is that I also belong to the ZA/ZB Magnette Group North America. This group has made listings of what parts from the TR2-3, MGA, Midget, etc will interchange. This is very helpful.

Well this has turned into a never ending story. I could go on but by now you are most likely bored or falling asleep dreaming of driving your Mayflower down the road into the sunset. God bless and tally ho.

*Donald B. Carlson, 936
1515 32nd Street SW
Fargo, ND 58103-4534, USA*

There are some listings of some interchangeable parts. Hopefully, time willing, we will be able to publish these. Was the TR10 an American name for the Standard 8/10? — Ed



Jim and Catherine's Mayflower alongside the removal truck

Need moving

Dear John

Here is a picture of our Mayflower in front of an appropriately named moving van.

Hope you and your family are well. Your friends in Sarasota.

*Jim and Catherine Harvey
5409 Richardson Road
Sarasota, FL 34232, USA*

WANTED **OVERRIDERS FOR FRONT AND REAR BUMPERS**

Please reply to:
Brian Chambers (935)
41 Sunningdale Park North
Belfast BT14 6RZ
Tel: 02890 715872

Stondon Museum of Transport

Dear Secretary

I would like to introduce our museum to your members. It has been established for over eight years now and has over 400 privately owned exhibits.

If you are planning a club run or you would like to hold a AGM, etc, unique accommodation on board *The Endeavour* is available.

There are five halls full of interesting vehicles covering 100 years of motoring, mostly under cover; tea bar; large car park and picnic area.

For family and friends not so dedicated we have a full size replica of Captain Cooks' ship *The Endeavour* with informative conducted tours daily.

*Yours truly, Maureen Hird
Stondon Museum, Station Road
Lower Stondon, Henlow, Beds*

*Tel: 01462 850339
www.transportmuseum.co.uk*

What a beautiful



Dave Stafford — 822



Jim Poole — 743



Alan & Alison May — 922



Tony Thorpe — 789



Steve Coulman — 785



Ken MacKenzie — 710



Roger Turpin — 901



Malcolm Barnsley — 912



Eddie Copson — 926

bunch of 'Flowers



Paul Norton — 462



John Gogay — 262



Brian Barker — 810



Howard Pryor — 551



Maurice Wilkes — 891



Daryll Pitcher — 943



Peter Benfield — 409



John Oaker — 715



David & Kate Roberts — 854

Nostalgic Mayflower journey

Dear John,

A while ago I contacted the club to see if anyone living local to us owned a Mayflower.

My good friend Evelyn Bull had bought a new one in 1953 and although it has been a long time since she sold it, she still had fond memories of 'her Mayflower'.

Evelyn is a retired schoolteacher and a life deacon of Ringstead Baptist Church in Northamptonshire.

Julian, Jim Poole's nephew, told me that his uncle owned one and that he would be more than happy

to come over and take Evelyn out for a nostalgic ride.

I had told Evelyn that I had a surprise in store for her, but she had no idea what it was, only that she had to be at home at two in the afternoon.

Jim arrived in his beautiful jade green metallic Mayflower and we parked outside Evelyn's house.

When she saw the car, she just stood there amazed, she couldn't believe her eyes!

Behind the wheel

After having a good look around and a 'sit behind the wheel', Jim took us for a ride around the villages. The weather was perfect and the Mayflower was



Jim Poole with Evelyn Bull and his jade green Mayflower

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Classic MOTOR Monthly

immaculately turned out. Heads turned, photographs were taken!

Thank you Jim for your kindness by making today so memorable for Evelyn. It's great to own a lovely old car, but it is so much nicer when we can share the pleasure with others.

*Peter White, Northampton
pjwhite@dial.pipex.com*

Standard centenary year

Dear Mr Hudson,

Further to our telephone discussion yesterday I confirm that the Standard Motor Club are next year preparing to celebrate the Centenary of the founding of the Standard Motor Company Ltd in 1903.

By the late 1950s the company was the fifth largest British motor manufacturer, producing Standard and Triumph cars and light commercial vehicles as well as Ferguson tractors at its two major plants at Canley and Banner Lane in Coventry.

The company also had several overseas plants assembling kits supplied from Coventry.

Sadly after the sale of the tractor business to Massey Harris the company was taken over by the Leyland truck company which eventually merged with British Motor Holdings (BMC and Jaguar) to become British Leyland.

The last Standard badged cars were sold in 1963 and the last Triumph cars were produced at Canley in 1981, although the Triumph name did not disappear

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until 1984 with the Acclaim. The Standard name is now owned by MG Rover whilst BMW have retained the Triumph name.

The last former Standard factory still producing vehicles is the Banner Lane plant in Coventry which still produces Massey Ferguson tractors for the American company AGCO. The closure of the plant at the end of 2002 has recently been announced.

Our centenary celebrations are still in the planning stage in conjunction with the Museum of British Road Transport at Coventry, the Heritage Motor Centre at Gaydon, Warwickshire and the other Standard Triumph clubs.

Belgium

The events start over the weekend of May 17/18 in Belgium when the TR Register are celebrating the 50th anniversary of the Jabbeke Run in which a Triumph TR2 driven by Ken Richardson achieved 124 mph on a newly constructed Belgian motorway.

Standard Triumph owners are expected from as far afield as the USA and some are planning to ship their cars across the Atlantic.

The following weekend sees the celebrations which the Standard Motor Club are organising.

On Saturday May 25 the Museum of British Road Transport in Coventry will be inviting former

1952 MAYFLOWER FOR SALE

With host of spare parts
No MoT but will run

If interested please call on
07748 117345

employees of the company to the museum to view their collection of Standard Triumph cars along with a selection provided by our own members.

That evening a Centenary Dinner will take place at the Royal Court Hotel in Keresley which was formerly the home of motor magnate William Hillman the father in law of Sir John Black who was managing director and later chairman of the company from the early 1930s to 1953.

The Lord Mayor of Coventry has been invited and it is hoped that descendants of Reginald Maudsley who founded the company in 1903 will also be present along with other celebrities.

Two famous Standard products will be on display in the hotel foyer, hopefully SM1, the oldest surviving Standard car from 1907 and TS2 the first right hand drive Triumph TR2, celebrating its 50th anniversary.

The following morning it is proposed that a plaque will be unveiled at the site of the company's first factory in Much Park Street, Coventry and from

there a road run of 100 Standard Triumph cars will proceed out of the city across the old factory site at Canley past the monument which commemorates the site.

Their destination will be the Standard Triumph day at the Heritage Motor Centre at Gaydon when free admission is offered to drivers of all Standard and Triumph cars. SMC 1 and TS2 will hopefully be present along with a vast gathering of other Standard Triumph products.

The Standard 8 and 10 models are celebrating their 50th anniversary along with the Triumph TR2 and the Triumph 2000 its 40th anniversary.

In the afternoon Bob Richardson's Round Britain Relay of Standard cars will be flagged off.

Further details may be obtained from me Peter Lockley on 01926 831231 in the daytime and on 01926 813240 in the evening. Details will also be on the website at standardmotorclub.org.uk.

Details of the Jabbeke run in Belgium can be obtained from the TR Register at Didcot on 01235 818866 or by e-mail at office@tr-register.co.uk.

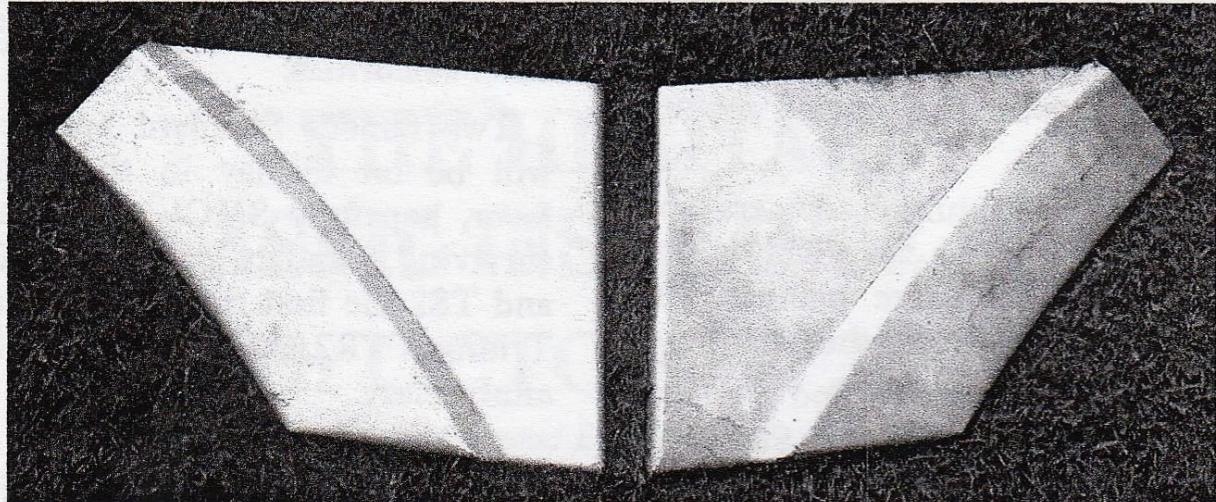
*Yours sincerely, Peter Lockley,
Chairman, Standard Motor Club*

Clutch 'judder'

Dear All,

Does your Mayflower suffer from Clutch Judder? I recently changed the clutch in my Mayflower. On removing the gearbox, I found the rear gearbox

Bottom Front Wing Patches



For prices and availability contact the Spares Secretary

mounting was left behind on the jack. Over the years the oil and rubber deterioration breaks the bond holding the rubbers to the mounting.

It is well worth checking and a new mounting fitted will make all the difference in eliminating the problem. For a new mounting, contact John Gogay for a spare.

Malcolm Barnsley (912)

From disappointment to Triumph

Dear John,

After receiving a phone call to ask whether I was interested in attending the Queen's Jubilee Celebrations over the long Bank Holiday weekend at the beginning of June, you can imagine how I felt.

I was to drive from Horseguards Parade down The Mall at slow pace, pass The Queen and other members of the Royal family at the Victoria Memorial and make our way back to Horseguards Parade again. We obviously told our family and friends of the event of a lifetime!

In the preceding three weeks until the day of the event, I received security checks by phone and calls about the itinerary. I polished the Mayflower till you could see my face in it, the tyres were blackened and windows were

cleaned inside and out. The Mayflower looked a picture.

On the morning of 4th June 2002 we were up really early as we had to meet at Northolt Aerodrome at 7.00 am.

My daughter was dressed up in 50s fashion along with myself and my wife. We left Maidstone at 5.00 am and headed towards Northolt, Middlesex. We used the 'A' roads and proceeded at sedate speed of about 50 mph.

The engine temperature was about halfway on the gauge and the oil pressure was about 50 lbs. We joined the M25 for the last part of our journey and all seemed to be well.

We just passed the turning for Heathrow Airport when the engine made a horrendous noise, and started to vibrate badly. Smoke was everywhere.

I pulled over to the hard shoulder to investigate the problem and on lifting the bonnet discovered oil everywhere. It was clear that the 'old girl' was going no further and that the engine had given up the ghost.

I called the AA to recover the car. You can imagine the sight all of us standing by the stricken vehicle in our 50s costumes, waiving a Union Jack.

The waves and beeps we got from passing motorists were quite uplifting. I will never forget the sick feeling in my stomach as I

rang the organisers that we will not be able to attend.

The AA breakdown truck arrived about 45 minutes later and the Mayflower was put on the back of a low loader and we made our way back to Maidstone. There was total silence in the truck at all times.

When we arrived home we had a nice cup of tea I decided to remove the sparking plugs, they were all covered in oil. We spent the rest of the day watching the Jubilee celebrations on the television eating our packed lunch and still feeling totally gutted.

My wife and myself, went into Maidstone the next day and booked a last minute holiday to Turkey and by June 7 we were on a plane and on our holidays, having a nice drink and sunbathing around the pool forgetting the last few days disasters.

On returning home, two weeks later, I decided to try and remove the cylinder head. Whilst using the cylinder head removing tool, it promptly removed the sparking plug threads on two of them.

The air in the garage was blue! I said to myself "enough is enough, I will rebuild the engine in the winter". I also, by this time, now knew my 'old girl' would miss the Triumph Mayflower Club Rally in Warwick.

I spoke to Howard Pryor on the phone on the following Monday night, he informed me there was a

spare engine in his garage at home and that if I wanted it, I could go and collect it on the Tuesday evening. This I did.

On the Wednesday morning I started to remove my engine and after two long days and evenings the burst into life on the Thursday evening to my great relief.

Passed

I put a few miles on the clock and all seemed well. The car went to the MoT station on Friday, midday, and passed!

On the Saturday morning, my wife and I packed up the car and headed to Howard's house. It was a good journey as there was a convoy of three Mayflowers and a Dolomite travelling in the same direction en route to Warwick. We all arrived safely at the hotel after a good journey and booked in.

After a really good meal with first class conversation, a good night's sleep and a fabulous breakfast we all headed for the rally.

It was fabulous to see so many Mayflowers and their owners turn up. It was also great to see so many Roadsters arrive for the joint rally.

We had a good trip home, if not a little long. You certainly know that you have driven a Mayflower that distance. Still, all good fun. It took me all of Monday to get over the trip, but it was well worth all the hard work beforehand.

Malcolm Barnsley (912)

Rally Report

Hatton Country

World 2002

by Howard Pryor, Rally Secretary

NOT QUITE a record this year but with 18 Mayflowers attending and more members attending without cars it was still a very respectable turnout from the membership.

The rally field was huge and with all three clubs (Triumph Dolomites, Roadsters and Mayflowers) we only really covered a quarter of the available acreage allowing a cool wind to blow across the field.

With the sky overcast most of the time it looked and threatened rain, however, our luck held but the rain did come but only after I had completed my 100 mile journey home.

Despite the reluctance of the sun to shine for any length of time HCW was very busy with the general public who not only had the many craft shops to look over they also had our cars to admire and admire them they did.

Thanks to Malcolm Barnsley for his efforts as chief parking attendant and a fabulous display of Mayflowers parked in a semi circular fashion. Your patience in parking where requested really payed off.

It maybe a nuisance to be asked to move you car six inches to the right or back 30 centimetres but when the public are present we must display the cars and not just have a Mayflower car park.

It is now customary for all Mayflower club awards to be hotly contested and this year it was no disappointment, the standard of cars just gets better and better.

The award winners for 2002 were: Concours — Howard Pryor, NLO 739, 97 points; Top Five — Paul Norton, HTH 719, 90 points; John Gogay, PMV 97, 90 points; Malcolm Barnsley, LKV 558, 89



Malcolm Barnsley receiving the George Jeary Award from George's son, Mike

FLOWER POWER

points; Jim Poole, LPG 805, 79 points; Maurice Wilkes, HCR 817, 77 points.

The George Jeary Trophy for the most original car was won by Malcolm Barnsley.

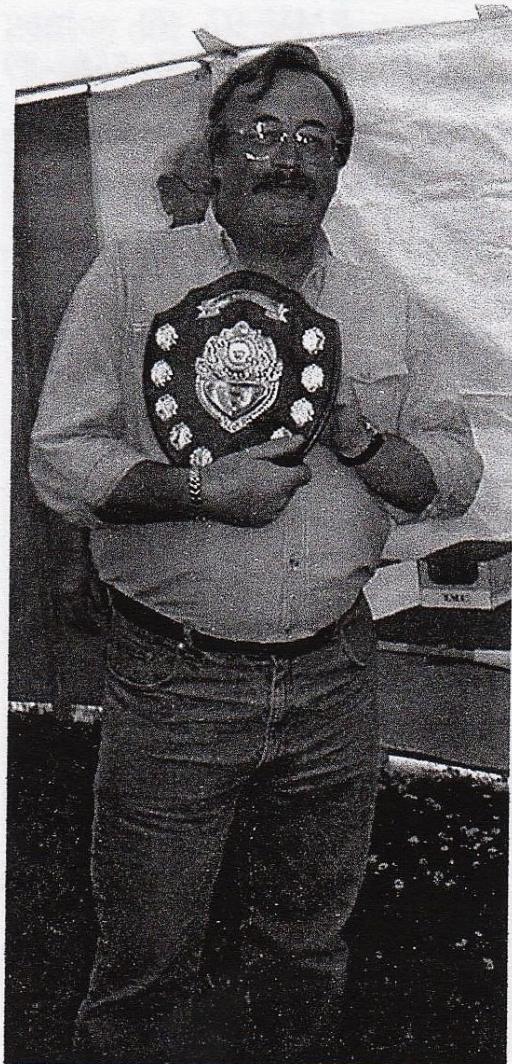
The Distance Award was once again won by Ken McKenzie who travels down from Newcastle to be with us. Ken by the way moved down from Scotland as a young man and settled in Newcastle working as a car salesman. The first car he sold was a Mayflower, maybe this is enough information

to tempt Ken to write his own story!

The Backseat Memorabilia competition, judged by Mrs Jeary, was given to Paul Norton.

The Chairman's Cup was awarded to Howard Pryor and the Achievement Sheild was given to Brian Barker.

Our thanks must go to all our judges, particullary the concours judges who had to spend the most time deliberating over the cars. We had two pairs of judges, who judged separately, two areas of our



Left: Brian Barker with his Chairman's Award; right: Peter Norton receiving the Backseat Award from Mrs Jeary

cars. These points were then totalled by our chief judge who then found the winners.

These efforts were rewarded with our thanks and a bottle of wine apeice, if you would like to be a future judge then please let a member of the committee know.

The raffle/tombola did a roaring trade with my wife, Loretta, once again in control, abeally assisted by Phyliss and Fred Newman.

Throughout the day Maureen Turpin served tea and coffee from the marquee with husband Roger fetching the water.

Thanks to everybody who helped it is really appriciated we must also remember to thank our Triumph Roadster Club friends who manned the gates, set up most of the section ropes and did lots more of those little unseen jobs that have to be done.

Special thanks to Eric Sambel, Ron Crommar and club chairman Bob Fitsall.

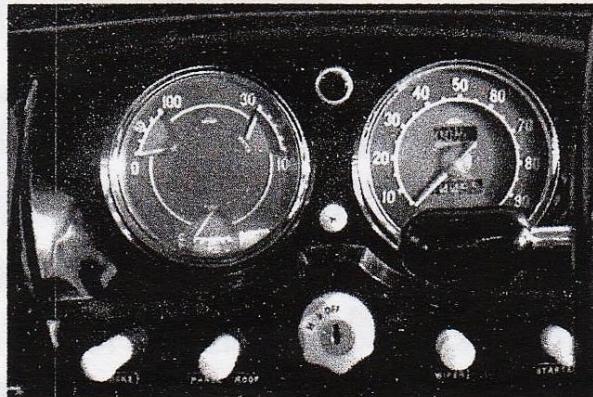
I suppose most rally reports contain a list of thanks to the section of people who are prepared to work for the enjoyment of the masses but it is you who we must thank for attending, without you there would not be a rally.

Next year we are rallying at Kimboulton Castle. We were last there in 1997, it is the public school with the country fayre attached.

If you unfortunately missed this rally you have a year to prepare for 2003, which is of course the 50th anniversary of the end of production of the Triumph Mayflower

Happy Mayflowering — see you there.

REPLACEMENT FACIA KNOBS



Knobs for the Wiper Switch and the Panel Light Switch, £10 each

Manufactured knobs (need slight amount of finishing to fit) for Starter and Choke, £9 each

Ignition Switch Knob, black, £8; white (from H. Pryor) £20

Available from the Spares Secretary (unless otherwise stated, all plus postage)

THE NOVEMBER CLASSIC EXPANDS AGAIN

The International Classic Motor Show in November has had to expand in size again to meet ever increasing demand.



An extra 3,000 square metres of show space has been booked to accommodate 180 car clubs, more exhibitors and more exciting features.

Also, by popular demand, the show will stay open later on Saturday till 6.30pm.

HALLS 5, 4 & 9



Saturday 9th - 9.30am - 6.30pm

Sunday 10th - 9.30am - 5.30pm

November 2002

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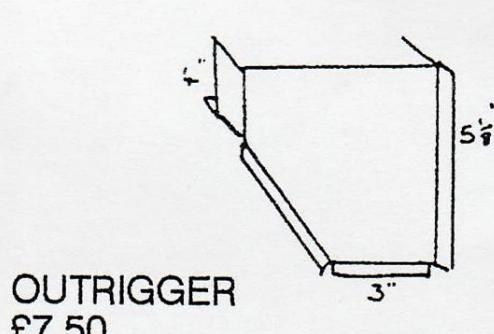
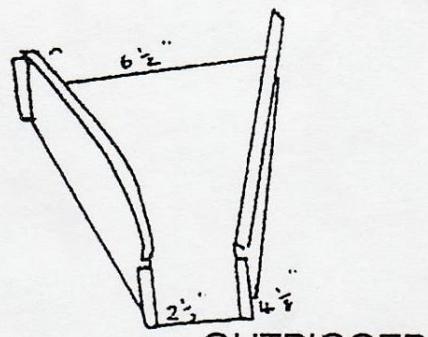
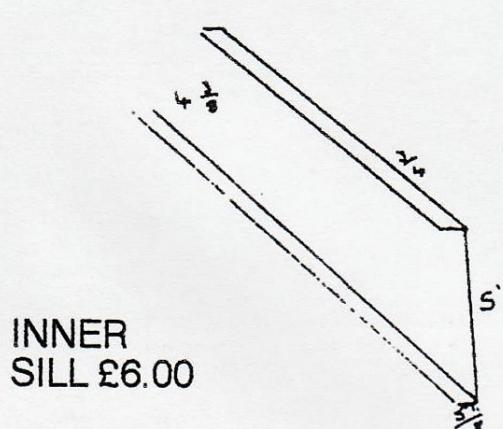
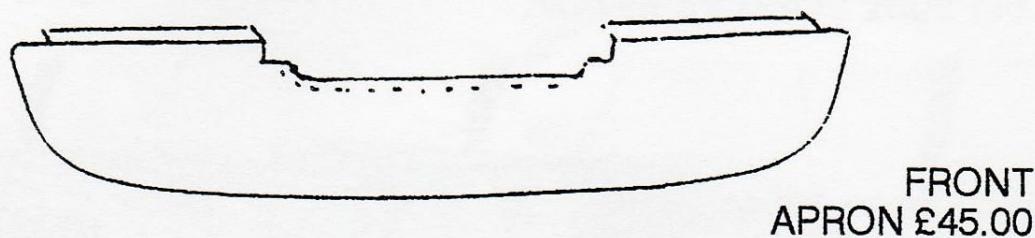
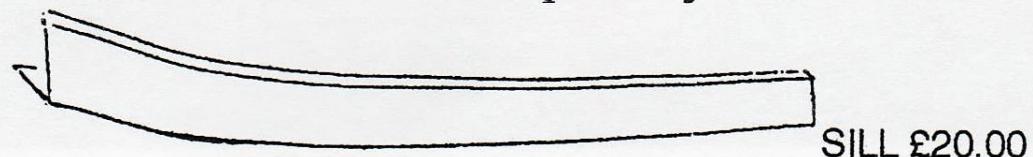
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*Transaction fee 50p per booking - Car parking £6

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Howard Pryor — Concours

Paul Norton — Top Five



John Gogay — Top Five

Malcolm Barnsley — Top Five

Jim Poole — Top Five



Maurice Wilkes — Top Five

Norman Ward — Visitors Car

Ken MacKenzie — Distance